

The CRM&HA Newsletter



November/December 2000

Dennis Moriarty/Editor

Volume 9 Number 6

Meetings are held at 7:30 PM on the 3rd Thursday of the month at the Central SC Library.

Headline: The December meeting will be a Christmas Party held at the Central SC Library.

Christmas Party

This year our Christmas Party will be held at the Central Library on our regular meeting night (December 21st) at 7:30 PM. Drinks will be supplied. Please bring a finger food dish to pass or provide bowls, forks etc. if the food item requires it. As in years past we will have a train related white elephant gift exchange. This year please wrap your gift. (No junk). Spouses, guests, significant others etc. are welcome. Each person will need to bring a gift if they want to get in the gift exchange. This will also so be show and tell night. So if you have a model, pictures, or another piece of RR equipment etc. that you are proud of, please bring them along. Please come for a wonderful social evening.

Editorial

By Dennis Moriarty

It was nice seeing the large turnout at the Picnic at the Clemson RR Station. The picture above was taken the night of the Picnic. Belonging to a club such as ours has more benefits than just learning about trains. Developing friends and fellowship has been an on going dimension of our club. Friendships have developed as a result of things like working on the club layout together, putting on

the train shows, picnics and the Christmas parties. As in any organization I see friendships forming among members with like interests. It is amazing the large variety of interests that are train related. And what the members bring to our club. For instance some of our members are avid modelers and or toy train collectors. They work in many scales, eras and railroads. Some are interested in train photography. Some are rail fans and love to watch the trains in our area and can tell you just about anything that is happening on the local RR's. Some like train history and love to go to museums and help preserve older real train equipment. Some enjoy relating their experiences when they worked for a RR company. Some like to go on vacations that are train related, such as train rides and trips. Others enjoy the activities related to our hobby such as putting on conventions, shows, picnics and going on trips to other shows etc. Of course in our own way, each of us has some interest in combining all of the above.

If you received a snail mail issue of the newsletter and have an E-Mail address, please send your E-Mail address to me.

Please support the newsletter by submitting articles, news and or information. If you don't wish

to write please give me a phone call. E-Mail, copy on disk and written contributions are most appreciated. My address is Dennis Moriarty, 519 Beacon Shores Drive, Seneca, SC 29672. Phone 864-888-2332. E-Mail MQK @ carol.net.

Thank you!

Thank you Rob Seel, Bob Folsom, Bob Hanson, and Rodney Cowen for your contributions this month.

Thank you!

We wish to thank Clarence Harold of **Realty Executives** in Seneca for printing our newsletter at no cost to the club. 888-8225

Elections

Nominations for StationMaster (Secretary), PayMaster (Treasurer) and Large-Scale Division Super will be taken in November and the election will take place at the Christmas Party in December.

Train Show

The 2001 Central Railway Model & Historical Association train show will take place on February 10, 2001 at the United Assembly of God Church on hi-way 123 between Seneca and Clemson. Please volunteer to help with this major club project. Contact any officer if you can help in any way.

CEO's Message By Rob Seel

One would have to be hiding in a hermitage in northern Oconee County not to notice the recent growth and development boom in the Upstate. And to those of use who commute to work each day, the signs of growth are obvious: strip retail and urban sprawl, traffic, traffic lights, congestion, road rage, etc.

Although we are not yet at the point where commuter rail transit is feasible, community and city leaders are starting to seem interested in the idea. Last September, I attended the Upstate Rail Summit 2000, along with 250 other regional business and government leaders. Speaking were representatives from Amtrak, NCDOT, GaDOT, and the Greater Greenville Chamber of Commerce. These folks realize that we are on the edge of needing fast, reliable, and efficient rail transit, and if we start planning for it now, it may be ready for when we will actually need it. Plans include Amtrak high-speed travel regionally, with state-run commuter service in and around Greenville. There is even talk of commuter service between Anderson and Clemson.

In order to make it work, however, there needs to be a complete transportation network. Right now, folks can get in their car at home and drive to their office doorstep at their convenience. Rail service

will need to be just as fast, reliable, frequent enough, and more cost effective in order for commuters to hang up their car keys. We're still a long way from seeing that in the Upstate, but if we continue to grow as we have been; the need will become more pressing. I am encouraged that our leaders are warming up to the idea of passenger rail transportation; let's do what we can as a railroading group to talk-up the idea. Maybe in a few years, I'll be riding the train to work.

Minutes of Regular Meeting September 21, 2000

The annual picnic was held at the Clemson RR Station. We had a large turnout and the food was great. Bob Hanson made the arrangements. The City of Clemson has acquired the Station and is going to move it away from the track. Then they are going to rebuild it as it looked when it was in its prime. The City Manager, and finance person of Clemson along with representatives of the architectural firm and contractor came and gave us a presentation about the project. A short meeting was held and it was voted that the club would incorporate. A good time was had by all.
Dennis Moriarty acting Stationmaster

Clemson Depot

Submitted by Robert Hanson

An E-mail from "Arlene Young"

ARLENE@cityofclemson.org

Subject: Clemson Depot

We will start with the site plan the first of Nov. One of the first things I need to accomplish is to establish how much space is needed for train memorabilia. Do you know if any club member wants to donate any items (permanent or otherwise)? Also, I need help in identifying items I already have. Thanks.

Minutes of Regular Meeting October 19, 2000

The meeting minutes of October 19th were lost or misplaced so I will attempt to write them from the notes I took for the newsletter.

CEO Rob Seel opened the meeting at 7:30 PM.

11 members were present.

The minutes of the September meeting were approved.

The Paymaster could not attend the meeting so the treasurers report will be presented next month.

It was announced that the club is now incorporated.

The Christmas party was discussed and it was decided to use the past years format. See the article at the front of this newsletter for details.

The train show will be at the United Assembly of God Church between Clemson and Seneca again this year. The show date will be February 10, 2001.

A lot of work needs to be done soon as the date is not that far away.

Victor Hurst agreed to present the meeting program in January, and Rob Seel volunteered for February. The nominations for the offices of Stationmaster, Paymaster and Large Scale Division Super will be presented in November. Rob Seel will appoint a nominating committee.

Bob Folsom reported that he would be ready for the club layout to be set up soon, and asked for volunteers to call him so that a date can be set. See the HO report for details.

Mac McMillin reported that he took the Amtrak train to Atlanta and back from Clemson, and that the RR museum in Colombia has a new car.

The meeting was closed and a nice presentation by Mac McMillin, with many slides, was given about when Mac was in charge of the army RR maintenance shop in Fort Eustis, Virginia.

Dennis Moriarty acting Stationmaster

HO Report

By Robert Folsom

Will the HO modular layout ever rise again? Yes, and soon. Subroadbed and a temporary suspension bridge clear across the basement is all in place for Bob's layout. A little more track needs to be installed before the club layout is reassembled. Bob will be contacting you about a good meeting time to accomplish this. It would help if you could contact Bob by phone at 654-8244 or e-mail Bob at rjfolson@innova.net, and suggest some times you might be available to help set up the HO layout. There are still some great opportunities for hands-on modeling. One entire corner module needs completion, and the rest of the layout needs additional detailing.

Bob's layout is presently a plain vanilla double track circle around half the basement, with a three-track staging yard suspended from the ceiling. Minimum radius is 49", and the circle has a circumference of 1.5+ HO gauge miles, so there is an opportunity to run some big stuff! There is also a 0.8% grade involved which might test the metal of your motive power. Bob's layout will be DCC controlled; the club layout still has the option of cab analog or complete digital control.

Don't forget to contact Bob if you have any interest in reassembling the club HO layout. Our train show is right around the corner in terms of having the layout ready.

The R.R.Y.M.C.A. at Troy, New York

By Rodney P. Cowen

Back before the railroads put their "away from home crews" up in motels, there were R.R.Y.M.C.A.'s to take care of the men. There were five on the B. & M.

This is about the one at Troy, NY. It sat just across the tracks opposite the Troy Union Station.

Upstairs was one big room called the "Bull Pen" and a wash room. The "Bull Pen" contained about twenty small cubicles each with a bed. The doors and partitions of each cubicle were about six feet high and open at the top. The whole was covered with a wire mesh so no one could climb over a partition and steal a watch or wallet.

Downstairs on the track side was a reading lounge room with a small library. A pool table and bowling alley was out back.

Evenings the Secretary would show movies. But for me, the real entertainment was just outside the windows. With the passenger and freight trains of four railroads passing through, there was plenty to watch.

Sometimes there would be a little extra excitement. Such as the time when old Marty was playing solitaire and Charlie put out the lights to better see TV. Marty went after Charlie with a pool cue or when George got drunk and fell down a whole flight of stairs. (Didn't hurt him at bit.) One day Donald fell asleep with a lighted cigarette and set his mattress afire which he threw out a window. Now that was real exciting.

Inside/Out

Layout Lighting

By Dennis Moriarty

In the last article it was mentioned that the modeler has to contend with two kinds of lighting on a home layout. The first is the train room lighting and the second is the lighting on the layout itself, such as house and yard lights. Last time the room lighting was discussed. This time I will present some ideas about the lighting on the layout.

The first problem to consider when thinking about lighting for the layout is the power requirement. It's dangerous to use high voltage lighting circuits such as 110 volts on a layout. Therefore the lighting should be 24 volts or less. Light bulbs are available in just about any voltage range. The small Christmas tree light bulbs come in various voltages depending on how long a string they came off of. The 50 string bulbs are around 2 volts each and the 10 string bulbs are about 12 volts each. The bulbs in a Christmas string are usually wired in series or bulb to bulb so that they provide a voltage drop to equal 110 volts so they can be plugged in a wall. Since this high voltage is dangerous on a layout it is safer to use a transformer and drop the voltage to a safe level such as 12 volts. The other problem is the current requirement. If a lot of lights are put on the layout the current can be quite high. This can be solved by using more than one power supply or by getting a heftier one such as a battery charger. One good source for high current low voltage transformers is from old tube type radio equipment.

The tube filaments drew a lot of current so the older transformers are quite husky. Incandescent light bulbs will work on AC or DC current. Therefore it is not necessary to use a fancy DC supply. A direct connection to a transformer will work as long as adequate fusing is provided for safety.

The second problem to consider is the distribution of power through the layout. If all the bulbs are on one pair of wires, the wire can get over loaded and will require a large fuse. It is safer to send out several wires using say #14 house wire and limit the number of bulbs on each circuit so that smaller fuses can be used on each line. These distribution wires can be terminated at several locations on the layout near the areas where the most bulbs are located. Terminal strips can be located there and the lighting wires from the houses and street lights etc. can be connected to the nearest terminal strip. Smaller wires can be used here because they are only seeing the current from a few bulbs.

Light bulbs of just about any low voltage can be used if they are wired in series. If you have a 12 volt distribution system you could wire two 6 volt bulbs in series and run the wires to the terminal strip or six 2 volt bulbs and so on. If you buy surplus bulbs and don't know what the voltage of the bulb is, just put it on a toy transformer and start increasing the voltage until the bulb reaches the brightness that you want. You can then check the voltage with a voltmeter. It is sometimes better to operate the bulbs with a slightly lower voltage than the bulb is labeled for. Being slightly dimmer looks more realistic in building lighting. For instance, try using eight or more 2-volt bulbs in series in the 12 volts system instead of 6. Or you could use two 6-volt bulbs and one or more 2-volt bulbs to get the brightness you want. You can go from building to building to get enough bulbs in the circuit. However, you must remember that if one bulb burns out all bulbs in that string will go out until you replace it. Purchasing a string of Christmas tree bulbs will not only yield a large number of bulbs but also sockets. Cut them out of the string with wire cutters and leave enough wire on each socket to solder a longer wire to. The bulbs and sockets are unsightly if exposed but work well in buildings and other hidden locations. Exposed bulbs can be purchased by the size needed or purchased already mounted in a streetlight, or whatever fixture is needed.

LED bulbs also have a place on the layout. They can be used in signal lights, stop lights etc. They are quite small and come in many colors. Most LED's operate on DC power and will only light in one direction of current. So if it doesn't light just

reverse the leads to the power source. The LED power source unlike incandescent bulbs must be DC and be under 2 volts, or the bulbs must be wired in series to achieve the 2-volt per bulb requirement. Low voltage power supplies can be build or purchased. LED's have the added advantage that they do not draw as much current as incandescent bulbs, so the transformers can be smaller.

Installing lights inside of plastic buildings presents another problem. Plastic is translucent. Bright bulbs will actually show light through the plastic sides of the building. Painting the inside of the building walls can help. If this still does not eliminate the problem, try lining the inside of the walls with aluminum tape used by home heating companies for assembling ductwork or plain aluminum tape that can be purchased in hardware stores. The tape can then be painted with latex paint to the final interior wall color. Of course other materials can be used that do not pass light. Hot glue works well for holding Christmas tree bulb sockets in place and for holding wires to the sides of building walls.

Be safe! Use lots of fuses or circuit breakers.

Welcome New Members

No new members this month. A membership application is on the back cover if you meet someone who is interested in joining the club.

Future Meeting Programs

November: Rodney Cowen: After working on the RR for over 40 years, Rodney always has a lot of interesting things to present.

December: Christmas Party at regular meeting..

January: Victor Hurst will present a program on the New York RR's in the 1920s and 1930s.

February: Rob Seel will present a program.

CMR&HA TRAIN CREW

Engineer and CEO: Rob Seel

Division Super: Mac McMillin

Station Master: Curt Ehmann

Paymaster: Ralph Milz

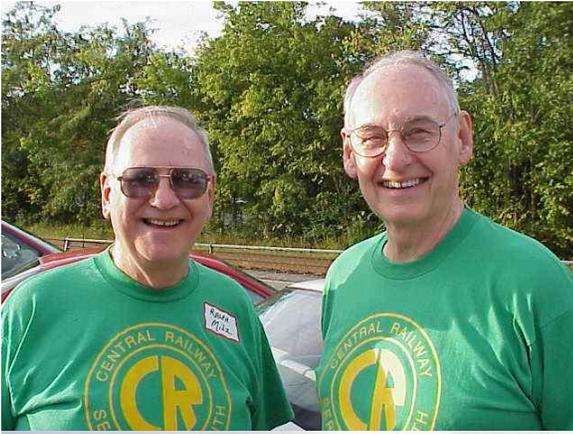
HO Division Super: Bob Folsom

Large Scale Division Super: Bob Hanson

N Scale Division Super: Bill Hughes

HTTP:\\central-railway.tripod.com is the club website.

Pictures from the Picnic Follow:



The Clemson City Manager and the other speakers.



Cartoon from WWW.toytrunkrailroad.com



**Central Railway Model & Historical Association
Membership Application**

Name: _____ **Member #** _____
Address: _____ **Phone:** _____
City: _____ **State:** _____
E-Mail Address: _____

1. Declared Interest Group: HO N General (Circle one)
2. Other Railroad Interests: Modeling Collecting Railfanning History
Other? _____
3. Modeling Scale: Z N HO S SN3 O G (Circle yours)
4. Railroad Memberships: NMRA NRHS Other? _____
5. Do you have a home lay-out? Y N Open to Visitors? Y N
6. I can help the Association by:
 - Working on one of the modular projects
 - Helping with set-up and operation of lay-outs at shows.
 - Organizing an excursion to a show or museum.
 - Serving on a committee (i.e. Audit, Publicity, etc.)
 - Serving as Officer or Director.
 - Preparing a short program for monthly meeting.
 - Other: _____
7. Please record my membership in the Association for 2000. Enclosed is my (check) or (cash) in the amount of \$20.00, Send to: Treasurer, CRM&HA, P.O. Box 27, Central SC, 29630-0027. Phone (864) 944-8120.

Signature _____

C.R.M.&H.A.
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FIRST CLASS MAIL

ADDRESS CORRECTION REQUESTED

